

SOLUTION TO THE FERRY CHARGES.

Assemblyman Forrester's Bill for the Relief of Wheelmen.

RA FARES ARE UNJUST.

Cycles Are Carried Free Only One Company—List of the Others and the Rates.

The Assembly Committee on Commerce and Navigation yesterday reported favorably on Assemblyman Forrester's bill to carry bicycles free of charge in the same manner as they are carried by railroads.

Some time the cyclists of Greater New York and New Jersey have asserted they were being imposed upon by the companies. The transportation of a bicycle requires comparatively little money, but the wheelmen have been asked to pay as much for having their bicycles "ferried over the Chatham" as they would have to pay for the transportation of a loaded lumber wagon.

Only one ferry carries bicycles free. That is the Staten Island. It pays the other island boats not to charge the cyclists for transportation of their bicycles, because they induce about fifty per cent more business. The ferry companies, however, are not disposed to make any concession. The Staten Island boats, however, are not disposed to be worried about excise. It is the great army of cyclists from the Long Island, and from New York, who object to paying.

The ferry of the local L. A. W. committee called to the ferry matter by Mr. Potter, of the L. A. W., at a recent meeting. President Potter said that the ferry companies were not disposed to make any concession. The Staten Island boats, however, are not disposed to be worried about excise. It is the great army of cyclists from the Long Island, and from New York, who object to paying.

Following changes are made at the time by the ferry companies:

Ninety-ninth street ferry to College Point, five cents.

Ninety-ninth street ferry to Astoria, five cents.

One Hundred and Twenty-fifth street ferry to L. I. I., ten cents.

Forty-fourth street ferry to Hunter's Point, five cents.

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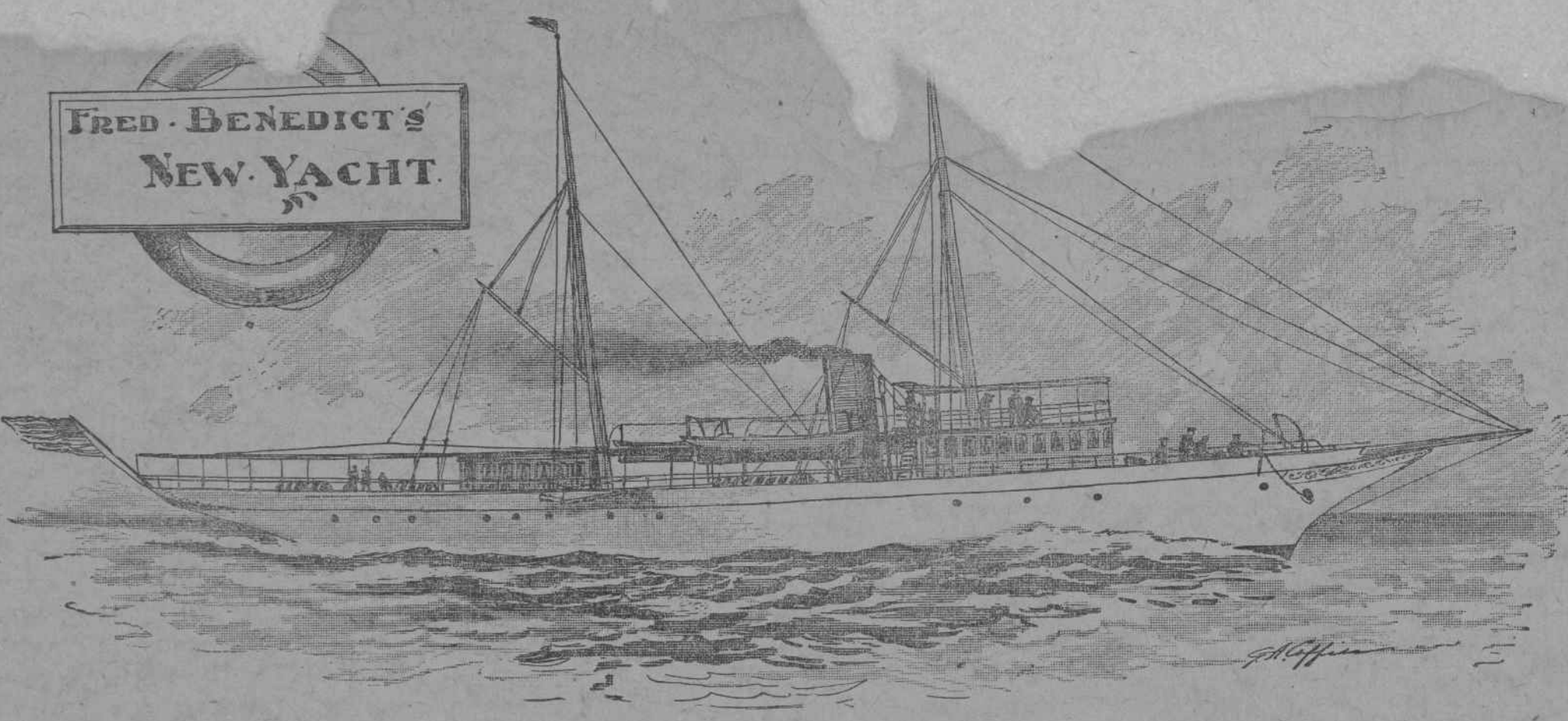
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FRED BENEDICT'S NEW YACHT.



F. H. BENEDICT, whose handsome steam yacht Vision is known throughout the length of Long Island Sound, will fly his signal from the truck of a new steamer this season. She was designed by Gardner & Cox, and is being built at Marvel's yards, Newburg. The new craft is 143 feet over all, 117 feet on the water line, 18 feet beam, and will draw 7 feet of water when her machinery is in place. Her motive power will consist of a triple-expansion engine, with cylinders 6x16x25, with 16-inch stroke, capable of making 300 revolutions per minute. She will be equipped with a complete electric plant, capable of feeding 100 incandescent lights, and will carry three boats as follows: A thirty-foot motor launch, a twenty-foot cutter and an eighteen-foot dingy.

AMATEURS WIELD FOILS.

Preliminary Bouts in the National Championships Contested at the New York A. C.

The preliminary bouts for the national fencing championships of the Amateur Fencers' League and Amateur Athletic Club last night. It had been intended to hold the bouts with duelling swords and sabres, as well as those with foils, but the plan was changed, and only the fencing proper, with foils, was seen. Owing to the tardiness of the judges and competitors in putting in an appearance, active operations did not begin till after 9 o'clock, and the clock told the withstanding hour before all the bouts were over.

The competitors of last night were: A. V. Z. Post, John Allaire, Dr. G. A. Lawrence, J. E. Hoffman, W. E. Feldkamp, W. T. Heinz, and A. Brownell. The judges were W. Scott O'Connor, Charles Tallam, and W. T. Heinz. Messrs. Tatham and G. G. Rothner, who won last year, were exempt from the preliminaries.

The assembly of spectators was of a very slim description when the swordsmen, duellists, and sabreurs, during the entire evening scarcely two dozen persons looked on. Some very good work with the foils was, however, seen, and the majority of the bouts were very evenly contested. The only absentee was L. M. Lawson.

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BOSTON VS. NEW YORK.

Messrs. Giannini and Tudor Arrange Races Between the New York Athletic Club and the Boston A. A.

Boston, April 2.—It has not been definitely decided yet, but it is almost certain that the Boston Athletic Association and the New York Athletic Club will meet this year in two rowing events. Last evening Eugene Giannini, of the New York Athletic Club, and Captain Fred Tudor, Jr., with G. L. Webb, of the Boston Athletic Association, had a long talk about match boat races for this summer.

Finally it was decided to have races between junior eights and senior four-oared crews on Saturday, July 12, the place to be decided later by the tossing of a coin. The races will be rowed either at Travers Island, N. Y., or on the Charles River.

The races were agreed on by these men representing both clubs, but, of course, they must be ratified by the Board of Managers of each organization. This endorsement is certain.

It is possible that both B. A. A. Crews will go into training almost immediately and will have brushes with the Harvard crews. Giannini watched the Harvard crews, and also went up to Worcester and ordered a new single from Webb.

At the regular monthly meeting of the Riverside Yacht Club, which was held at the Arena last night, the resolution to change the date of their annual regatta from July 10 to July 7 was adopted for the larger classes and including the 30-footers. The annual race for the smaller boats will be sailed as previously arranged on July 10, while the larger ones will join the Atlantic Yacht Club fleet and sail with them throughout their cruise.

The secretary was directed to invite the Atlantic Club to rendezvous at Riverside and attend the regatta which will be given at the clubhouse in their honor.

During the season the usual midsummer ball and club smokers will be the only social functions, and the members are enthusiastic on yachting. The first regatta of the club will be for a limited number of special classes and is scheduled for Wednesday, June 9, when the date of the Fall regatta will probably be September 11.

Edwin Blaney resigned from the Regatta Committee and H. W. Tyler was elected in his place. After the presentation of a life-sized portrait of ex-Commodore Tyson, father of the present chief, the meeting adjourned. Commodore George G. Tyson presided.

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HOCKEY CRACKS BEATEN AT LAST.

New York A. C. Team Suffers Its First and Only Defeat This Year.

ST. NICHOLAS THE VICTOR.

Only One Goal Scored and the "Mercury Foot" Team Was Weakened.

The crack New York Athletic Club hockey team, which won the championship of the Greater New York Hockey League, suffered their first and only defeat of the season at the St. Nicholas Rink last night, being beaten by the St. Nicholas Club by a score of 1 to 0.

This hockey game was the last of the season and perhaps the fastest ever witnessed by local enthusiasts. The St. Nicholas team, twice defeated by the New York Athletic Club, had challenged for a final challenge, a silver banner being the trophy offered, and had a stronger team in the field when play began last night than in any previous game. The New York Athletic Club, on the other hand, was weakened by the absence of Lynch and Womham, two of their best players.

The first half of twenty minutes' duration produced no goal for either side, and although replete with brilliant plays St. Nicholas had a perceptible advantage, the play being confined for the most part to New York's territory.

The second half was, if possible, more hotly contested than the first, being marked by considerable off-side and a little rough play. The only goal of the game was made after fourteen minutes' play in this half on a three-handed pass from St. Nicholas to Crawford and Barron, the latter shooting it in.

Captain Fenwick, of N. Y. C. A., was rapped in the ribs, and, proving himself a back, he stroked over the head, but otherwise the teams came out whole.

The line-up: St. Nicholas (1) Fenwick, (2) Fenwick, (3) Fenwick, (4) Fenwick, (5) Fenwick, (6) Fenwick, (7) Fenwick, (8) Fenwick, (9) Fenwick, (10) Fenwick, (11) Fenwick, (12) Fenwick, (13) Fenwick, (14) Fenwick, (15) Fenwick, (16) Fenwick, (17) Fenwick, (18) Fenwick, (19) Fenwick, (20) Fenwick, (21) Fenwick, (22) Fenwick, (23) Fenwick, (24) Fenwick, (25) Fenwick, (26) Fenwick, (27) Fenwick, (28) Fenwick, (29) Fenwick, (30) Fenwick, (31) Fenwick, (32) Fenwick, (33) Fenwick, (34) Fenwick, (35) Fenwick, (36) Fenwick, (37) Fenwick, (38) Fenwick, (39) Fenwick, (40) Fenwick, (41) Fenwick, (42) Fenwick, (43) Fenwick, (44) Fenwick, (45) Fenwick, (46) Fenwick, (47) Fenwick, (48) Fenwick, (49) Fenwick, (50) Fenwick, (51) Fenwick, (52) Fenwick, (53) Fenwick, (54) Fenwick, (55) Fenwick, (56) Fenwick, (57) Fenwick, (58) Fenwick, (59) Fenwick, (60) Fenwick, (61) Fenwick, (62) Fenwick, (63) Fenwick, (64) Fenwick, (65) Fenwick, (66) Fenwick, (67) Fenwick, (68) Fenwick, (69) Fenwick, (70) Fenwick, 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